

GRUMMAN S2F TRACKER

TRACKER SERVICE

Manufacturer: The Grumman Aircraft Engr. Corp., Bethpage, Long Is.,
New York, USA

Models: G-89, G-95, G-96, G-101, G-103, G-104, G-112, G-115, G-117,
G-120, G-121, G-125, G-126, G-137, G-142, G-154, G-165,
G-215, G-325

Designations: S2F; C-1, E-1, S-2, TF, WF, CS2F & CP-121 (Canada)

Names: Tracker; Trader (TF), Tracer (WF)

First official flight: XS2F-1 04 Dec 1952
TF-1 19 Jan 1955
WF-2 01 Mar 1958

Factory production period: 1952 – 1967

Primary service period: 1954 – 1976

Last official flight: ES-2D Mar 1986
C-1A 30 Sep 1988
E-1B 19 Nov 1977

TRACKER VARIANTS

1952	Model G-89	XS2F-1	2	
1953	Model G-89	YS2F-1	15	Total: 0017

1953	Model G-89	S2F-1	742	
1954	Model G-89	S2F-2	60	
1959	Model G-121	S2F-3	100	
1962	Model G-121	S2F-3S	252	Total: 1154

1955	Model G-96	TF-1	87	
1958	Model G-117	WF-2	88	Total: 0175

Total: 1346

Foreign built – Canada:

1956	Model G-103	CS2F-1	42	
-	Model G-103	CS2F-2	57	<u>Total: 0099</u>

TRACKER PRODUCTION

XS2F-1

*Prototype, twin-engined ASW aircraft.
produced 1952*

Grumman Bethpage, New York (F)
BuNo. 129137, 129138 -

2 Total: 0002

YS2F-1

*As XS2F-1, service-test aircraft, engine upgrade, later to S2F-1 standard.
produced 1953*

Grumman Bethpage, New York (F)

BuNo. 129139 / 129153 -

15 **Total: 0015**

S2F-1

*As XS2F-1, minor changes.
produced*

Grumman Bethpage, New York (F)

BuNo. 133043 / 133328 14 / 299

BuNo. 136393 / 136747 302 / 656

- 12 to Italy, mixed MM136556 to MM136742.

- 47 to Japan as 4101 / 4147.

BuNo. 144696 / 144731 657 / 692

- 8 to Italy, mixed MM144696 to MM144717.

- 13 to Japan as 4148 / 4160.

BuNo. 147549 / 147561 693 / 705

BuNo. 147577 706

BuNo. 147636 / 147645 707 / 716

- 10 to The Netherlands as 146 / 155.

BuNo. 148278 / 148303 717 / 742

- 10 to Italy as MM148294 / MM148303.

- 16 to The Netherlands as 156 / 171.

BuNo. 149037 / 149049 743 / 755

- 13 to Brazil as P-16A, 7014 / 7026.

BuNo. 149843, 149844 -

742 **Total: 0742**

- 2 to The Netherlands as 172, 173.

2 additional airframes cancelled.

S2F-2

*As S2F1, larger bomb-bay,
horizontal tail surfaces.*

produced 1954 – 1955

Grumman Bethpage, New York (F)

BuNo. 133329 / 133388 N01 / N60

60 **Total: 0060**

18 (140103 / 140120), additional airframe cancelled.

S2F-3

*As S2F-1, enlarged forward fuselage,
wing span, engine / armament upgrade.*

produced

Grumman Bethpage, New York (F)

BuNo. 147531 / 147537 1C / 7C

BuNo. 147868 / 147895 8C / 35C

BuNo. 148717 / 148752 36C / 71C

BuNo. 149228 / 149256 72C / 100C

100 **Total: 0100**

1 additional airframe cancelled.

Model G-112 – Proposed improved S2F version, cancelled.

Model G-165 – 1958, proposed turbo-prop Tracker, cancelled.

(Model G-215) S2F-4 – 1959, proposed turbo-prop Tracker, cancelled.

S2F-3S

As S2F-3, upgraded detection equipment.

produced 1962 – 1967

Grumman Bethpage, New York (F)

BuNo. 149257 / 149275 101C / 119C

BuNo. 149845 / 149892 120C / 167C

BuNo. 150601 / 150603 168C / 170C

BuNo. 151638 / 151685 171C / 218C

BuNo. 152332 / 152379 219C / 266C

BuNo. 152798 / 152845 267C / 314C

BuNo. 153559 / 153582 315C / 338C

BuNo. 153595 / 153608 339C / 352C

252 **Total: 0252**

- 14 to Australia as N12-153595 / N12-153608.

12 additional airframes cancelled.

TF-1 Trader

As S2F-1, crew trainer / transport version.

produced 1954 – 1958

Grumman Bethpage, New York (F)

BuNo. 136748 / 136792 1 / 45

BuNo. 146016 / 146057 46 / 87

87 **Total: 0087**

Model G-101, G-104, G-115, G-120, G-126,

G-137, G-142, G-154 – Proposed TF-1 upgrades, all cancelled.

WF-2 Tracer

As TF-1, AEW version, large dorsal radome,

modified tail section. Original designation was

TF-1W. Originally proposed in 1951 as the XWF-1

(Model G-95), based on the S2F-1 airframe.

produced 1958 – 1961

Grumman Bethpage, New York (F)

BuNo. 145957 / 145961 1 / 5

BuNo. 146303 6

BuNo. 147208 / 147241 7 / 40

BuNo. 148123 / 148146 41 / 64

BuNo. 148900 / 148923 65 / 88

88 **Total: 0088**

21 additional airframes cancelled.

Total: 1346

Foreign built – Canada:

CS2F-1

As S2F-1, version for Royal Canadian Navy.

S2F-1 (BuNo. 136519) served as prototype

with possible s/n's: X-500, 1500, 1501.

produced

DeHavilland Canada, Downsview,

Toronto, Ontario (DH)

(RCN) 1502 / 1543

DHC-1 / -42

42 **Total: 0042**

CS2F-2

As CS2F-1, equipment upgrades.

produced

DeHavilland Canada, Downsview,

Toronto, Ontario (DH)

(RCN) 1544 / 1600

DHC-43 / -99

57 **Total: 0057**

Total: 0099

TRACKER CONVERSIONS & TRANSFERS

US Navy

S2F-1S	138	S2F-1, fitted with Julie/Jezebel detection gear.
S2F-1S1	244	106 S2F-1 / 138 S2F-1S, updated detection equipment fitted.
S2F-1T	228	S2F-1, crew trainer conversions.
S2F-1U	64	S2F-1, utility / target towing conversions.
S2F-2P	1	S2F-2, photo reconnaissance conversion.
S2F-2U	50	S2F-2, utility / target towing conversions.
XTF-1W	1	TF-1 (BuNo. 136792), 1956, prototype AEW conversion for WF-2.
(Model G-125) TF-1Q	4	TF-1, 1956, factory conversions with ECM equipment.

US Navy (1962 redesignations)

C-1A	1+	1962, redesignation of the TF-1.
EC-1A	4	1962, redesignation of the TF-1Q.
E-1B	1+	1962, redesignation of the WF-2.
YS-2A	1+	1962, redesignation of the YS2F-1.
S-2A	1+	1962, redesignation of the S2F-1.
TS-2A	228	1962, redesignation of the S2F-1T.
US-2A	64	1962, redesignation of the S2F-1U.
S-2B	1+	1962, redesignation of the S2F-1S.
(US-2B)	1+	S-2B, target tugs / light transports. 75 S-2A / TS-2A / US-2A also converted to this standard.
S-2C	1+	1962, redesignation of the S2F-2.
RS-2C	1	1962, redesignation of the S2F-2P.
US-2C	50	1962, redesignation of the S2F-2U.
S-2D	1+	1962, redesignation of the S2F-3.
(ES-2D)	7	6 S-2D / 1 S-2E, conversions for USN missile range patrol.
(US-2D)	54	S-2D, target tug / communications conversions.
S-2E	1+	1962, redesignation of the S2F-3S, 8 to Brazil as P-16E .
(S-2G)	50	S-2E, 1972-1976, electronic upgrades, prototype was YS-2G . Conversions by Martin-Marietta Aerospace Corp., Georgia.
S-2F	244	1962, redesignation of the S2F-1S1.
(US-2F)	1	S-2F, conversion for communications duties.
(Model G-325) YAS-2D	1	S-2D, 1966, proposed USAF attack conversion, 24 cancelled.

Foreign Conversions

UP-16A	8	P-16A (S2F-1), Brazilian designation for cargo conversions.
CS2F-3	45	CS2F-1 / -2, RCN equipment and detection gear upgrades.

CP-121	57	CS2F-1 / -2 / -3, 1968, redesignation after the Royal Canadian Navy became the Canadian Armed Forces. New CAF s/n: <i>mixed</i> 12121 to 12199.
S2F-C	2	S2F-1, cargo conversions for Japan's JMSDF. New s/n: 9061, 9062.
S2F-U	4	S2F-1, target tug conversions for Japan's JMSDF. New s/n: 9151 / 9154.
CS-2A	17	CS2F-1, 1960, Netherlands redesignation for ex-RCN aircraft. Assigned Dutch s/n: 180 / 196.
S-2N	18	S-2A, 1968, Netherlands aircraft with modifications. Upgrades by Fairey Aviation, Canada.
(US-2N)	4	S-2N, 1972, conversions as target tugs.

FOREIGN MILITARY / CIVILIAN SERVICE

- *Trackers were in military service with Argentina, Australia, Brazil, Canada, Italy, Japan, The Netherlands, Peru, South Korea, Taiwan, Thailand, Turkey, Uruguay and Venezuela.*
- *12 conversions from 1970 to fire-bombers by Field Aviation, Canada.*
- **Conair Firecat**, 1978, 35 civil fire-bombers, conversions by Conair Aviation Ltd., Canada. Also converted as the **Conair Turbo Firecat** from 1988.
- **S-2T Turbo Tracker**, conversions with a turbo-prop engine upgrade. Military conversions began in 1989 with sales to Argentina, Brazil (P-16T) and Taiwan. Civil turbo-prop conversions by Marsh Aviation Co., Arizona from 1986 as the S-2F3AT.
- *Many Trackers on the civil market as fire-bombers and warbirds.*